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BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

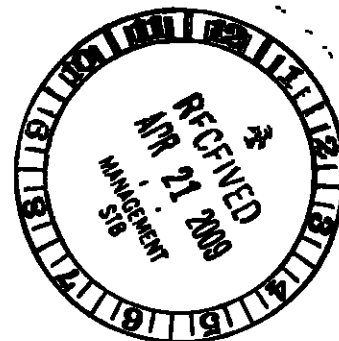
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VIA OVERNIGHT MAIL



April 20, 2009

The Honorable Anne K. Quinlan, Acting Secretary
United States Department of Transportation
Surface Transportation Board
395 E Street, NW
Washington, DC 20423

ENTERED
Office of Proceedings
APR 21 2009
Part of
Public Record

Re STB Docket No. AB-33 (Sub-No. 261). Union Pacific Railroad Company — Abandonment — in New Madrid, Scott, and Stoddard Counties, Missouri

Dear Secretary Quinlan:

On March 19, 2009, the Surface Transportation Board ("STB" or "Board") published notice of the filing by Union Pacific Railroad Company (UP) of an application for permission to abandon its Essex to Miner Line, which the Board docketed as indicated above 74 Fed. Reg. 11809. The trackage in question is comprised of 19.57 miles of branch line and approximately 4.4 miles of sidings and industrial track. Id. at n. 1.

These comments are submitted by the Brotherhood of Locomotive Engineers and Trainmen, a Division of the Rail Conference of the International Brotherhood of Teamsters ("BLET"), which is the duly designated and recognized collective bargaining representative for the craft or class of Locomotive Engineer employed on UP. Consequently, the proposed abandonment would have a significant impact upon our members. Notwithstanding that adversely impacted BLET members will be afforded protection,¹ BLET opposes granting the requested permission, because it is not in the public interest.

We have reviewed the comments in opposition filed by Steward Steel, Inc., and by Tetra Pak, Inc., in this matter and we fully support their position. Granting UP permission to abandon the line would substantially harm both firms and would leave them with unacceptable transportation options. On a broader scale, competition in freight rail transportation in these counties would be reduced. Abandonment also would eliminate the possibility of future business development along this line. In this area of Southeast Missouri there has been much discussion of ethanol and

¹ STB's notice specifies that the "interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co. — Abandonment — Goshen*, 360 I.C.C. 91 (1979)." Id.

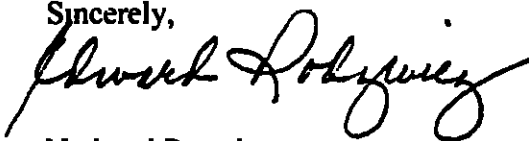
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bio-diesel plants being built and put into operation, rail service is a significant component of such operations.

This track has also been used to detour traffic between Quarry and Dexter when the Chester Subdivision is either being maintained or is out of service. The abandonment would do away with that option, which would cause delays to trains currently detoured over the line. Lastly, we disagree with UP's premise that the line should be self-sufficient as to capital and operating costs. If such a standard was applied to each and every branch line in the nation, rail service to all but the largest shippers would nearly evaporate, with serious economic and environmental consequences.

For all of the above reasons, the BLEI respectfully requests that the Board deny UP's application for abandonment. I hereby certify that all Parties of Record in this matter were sent a copy of these comments via first-class mail and postmarked this date.

Sincerely,



National President

cc Parties of Record
 Paul T. Sorrow, First Vice President
 William C. Walpert, National Secretary-Treasurer
 John P. Tolman, Vice President and National Legislative Representative
 Charles R. Rightnowar, General Chairman (UP-CR)
 David W. Grimes, Division 42 Local Chairman
 Thomas A. Pontolillo, Assistant to the President and Director of Research
 Stephen J. Bruno, Director of Regulatory Affairs
 Harold A. Ross, Esquire, Interim General Counsel

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